



Lt. Peter Dicaro, Ltjg. Dan McShane,
Ltjg. Tom Woodside, Cdr. Samuel
Schick, and Lt. Randy Cruz.

The crew of Black Eagle 601 lost their right engine during the catapult stroke. The aircraft lost ICS, navigation systems (CAINS, HARS, TACAN), and UHF-1, 3, 4, 5, and 6. The aircraft had no trim and no attitude gyros; the only reference was the standby gyro. Visibility was two to three miles. Without ICS, Cdr. Sam Schick (CAPC) had to signal to Lt. Peter Dicaro (copilot) to secure the right engine on climb-out.

The AC bustie had failed, and an attempt to reset the left generator failed to get the AC bustie to work, but the ICS was restored. The NFOs, (Lt. Randy Cruz, Ltjg. Dan McShane, and Ltjg. Tom

Woodside) pulled out the emergency checklists and backed up the pilots on altitude. The crew climbed to 3,000 feet to allow for a possible bailout. Cdr. Schick restored power to the essential busses by securing the left generator and turning on the emergency generator. HARS, TACAN, UHF-1, UHF-3, and trim were restored. Lt. Dicaro talked with tower, and Lt. Cruz coordinated with strike for an immediate single-engine, no-AOA landing.

Postflight inspection by maintenance personnel found failures of the propeller valve-housing unit, the AC bustie, and the voltage regulator.